Summary of ICCR Source Work Group Teleconference, August 19, 1998
Internal Combustion Engines Work Group Meeting

Decisions/Discussion

- "MACT for small engines" and "Form of the Above the Floor MACT Standard" will be deleted from the list of items for *Closure*, while "P2 for RICE" will be moved to *Work in Progress*.
- A paragraph will be added to the memo regarding the landfill and digester gas fired engines data provided by Ed Wheless, concerning the re-evaluation of adding AMSA data in six months time.

Model Engines and Control Costs

- Ed Torres suggested removing the three models under 200 HP. Mike Horowitz stated that there still has to be a MACT determination for small engines, and it must be proven that there is no MACT that is achievable; therefore costs for these engines are still necessary.
- Information on what affects control costs needs to be compiled for discussion during next week's teleconference.
- Sam Clowney suggested that a model engine be added under 2SLB SIGF, TA: GMV10TC, at 1350 HP. The WG agreed to revise the list of model engines to include Sam's suggestion and other information which may be obtained from the EMA regarding engines with similar exhaust parameters. The WG decided to forward this list to catalyst vendors for control cost information. The final list of model engines will be sent out for discussion for Monday's teleconference.

Definitions

- It was generally agreed that there would be no consensus on definitions before the end of the FACA, including the definition for Rich Burn.
- Sam Clowney suggested that the definition for Rich Burn should be based on 1% excess oxygen in the exhaust, since NSCR will not work on engines above this oxygen content, but an Oxidation Catalyst will.
- Mike Horowitz noted that if the definition of rich burn is changed from the definition used to make determinations about the MACT floor, using the Population Database, so that engines that were previously considered rich burn would now be considered lean burn, it may be necessary to re-evaluate the MACT floor conclusions.
- Members of the WG noted that the designation of rich burn or lean burn in the Population Database was based on information about the engine manufacturer and model. If the engine manufacturer considered the model a rich burn engine, then the engine was designated a rich burn in the Population Database. There was no analysis of the oxygen content of the exhaust stream to determine whether units in the Population Database were rich burn or lean burn.

Next Meeting

- Teleconferences scheduled:

  *August 24, 11 EST 919-541-4485 (Strawman)

*August 28, 12 EST 919-541-4332 (RICE WG)

**Note that the teleconference previously scheduled on August 27 has been moved to August 28, based on a scheduling conflict with the Turbines WG.

C The next face to face meeting will be held on September 1, 1998 at the Days Inn in Research Triangle Park, North Carolina. The meeting will begin at 8 a.m. The cost of the hotel is $76, and reservations can be made by calling 919-469-8688. There will be a working lunch. This meeting will replace the September 15 meeting.

Action Items

C Remaining items under *Closure* will be drafted by this weekend for discussion during Monday August 24 Teleconference. This includes the following:
Alpha-Gamma: Model Engines list
Alpha-Gamma and Linda Coerr: Control Costs
Ed Torres and Don Price: Above the Floor for Landfill/Digester Gas
Linda Coerr and Sam Clowney: Emissions Database White Paper

C Don Dowdall: P2 for RICE draft, also for discussion on Monday August 24 Teleconference. (may be postponed to a Wednesday Teleconference)

C Alpha-Gamma: Add the paragraph to the Landfill Gas Engines Memo regarding the AMSA data.

C Alpha-Gamma: Review the cost information which will be provided by Jim McCarthy of GRI.

C Alpha-Gamma: Compile all comments on Rich Burn by Monday's Teleconference.

C Alpha-Gamma will revise the list of model engines to include the GMV10TC engine in the 2SLB SIGF TA category, the Detroit Diesel engines in the 2SLB CILF category, and any recommendations from EMA.

C Alpha-Gamma: Forward the revised list of model engines to catalyst vendors for control cost data.